

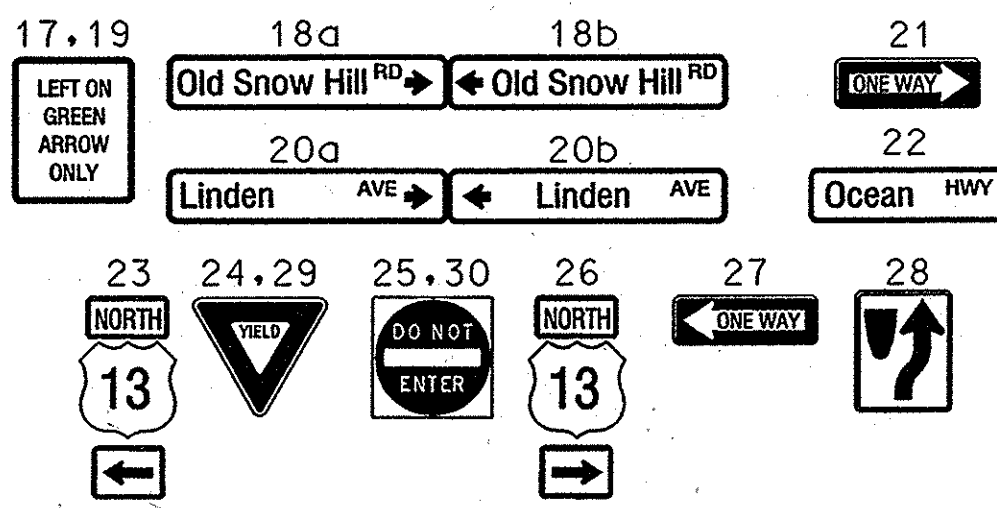
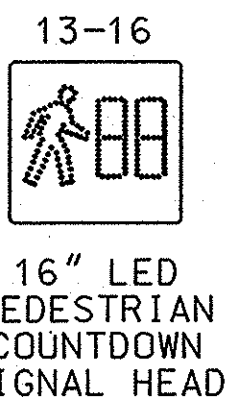
DRILL HOLES

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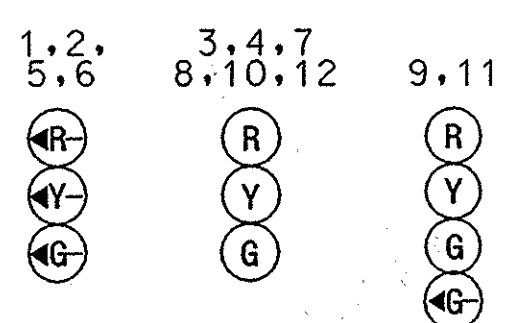
DRILL HOLES

US 13 (OCEAN HWY) IS ASSUMED TO RUN IN A NORTH-SOUTH DIRECTION

PROPOSED LED SIGNALS



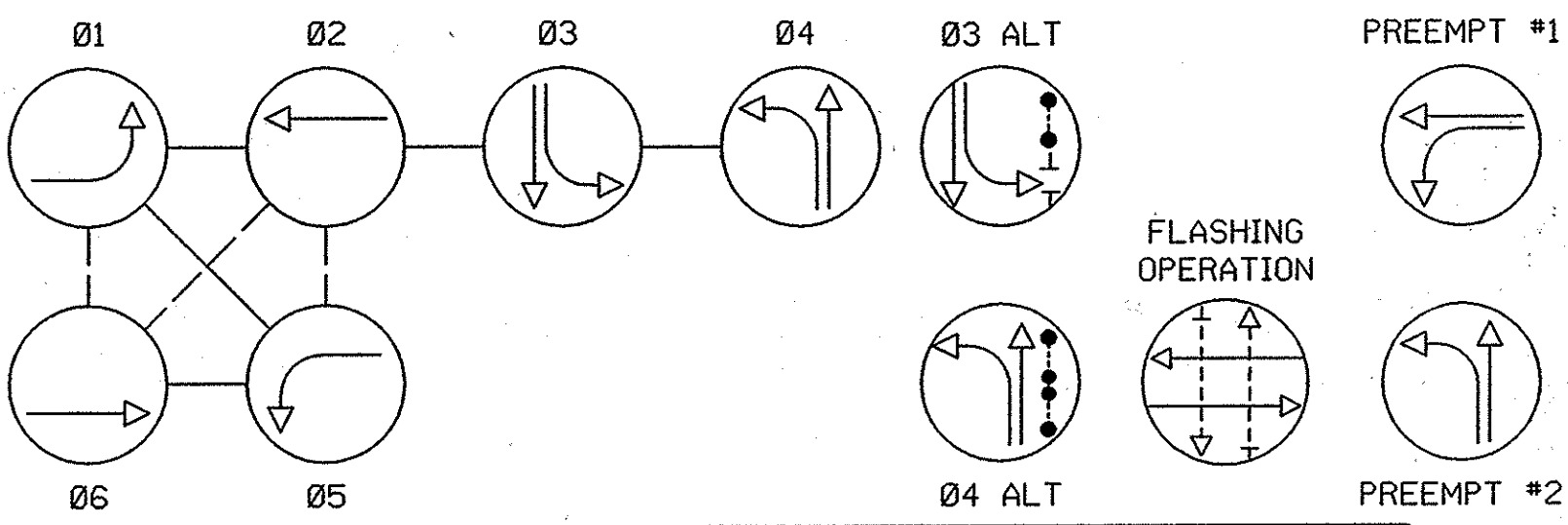
PROPOSED LED SIGNAL HEADS



EXISTING OPTICOM

EXISTING VIDEO DETECTION

NEMA PHASING

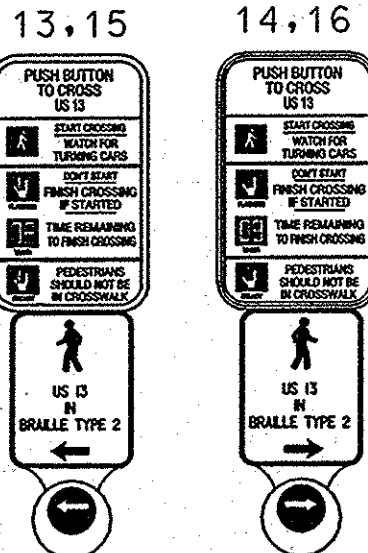


NOTE: PHASES ASSOCIATED BY A DASHED LINE WILL OPERATE CONCURRENTLY. PHASES ASSOCIATED BY A SOLID LINE WILL NOT OPERATE CONCURRENTLY.

NOTE: INSTALL 2 SIGN ASSEMBLIES IN BREAKLINE WITH SIGN 33 AT 600' SOUTH OF THE INTERSECTION AND SIGN 35 AT 900' SOUTH OF THE INTERSECTION.

TOD NO. XX448-17
SHA NO. W0305451/BS1
US 13 @ MD 756

PROPOSED EQUIPMENT

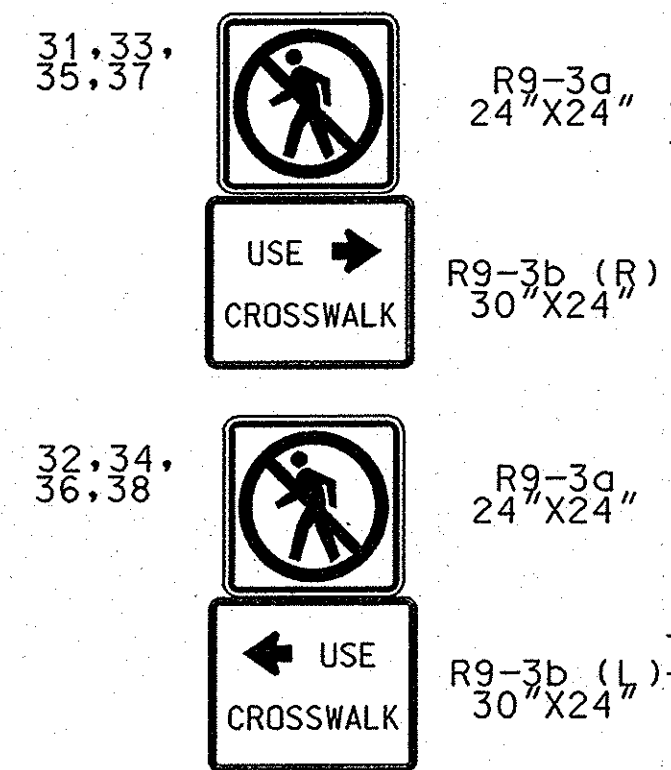


R10-3
9" x 15"

NAVIGATOR
PEDESTRIAN
PUSHBUTTON
AND SIGN

PUSHBUTTON NUMBERS INDICATE THE ASSOCIATED PEDESTRIAN SIGNAL HEAD NUMBERS.

PROPOSED SIGN ASSEMBLIES



CONSTRUCTION DETAILS

- INSTALL CONCRETE FOUNDATION WITH 10 FT. BREAKAWAY PEDESTAL POLE WITH PEDESTRIAN SIGNAL HEAD, APS STATION AND PEDESTRIAN EDUCATION SIGN. (NOTE: 1-3 IN. PVC SCHEDULE 80 CONDUIT BEND).
- INSTALL 3" PVC SCHEDULE 80 CONDUIT - TRENCHED.
- INSTALL HANDHOLE.
- INSTALL 4" PVC SCHEDULE 80 CONDUIT - BORED.
- USE EXISTING CONDUIT.
- USE EXISTING CONTROLLER CABINET.
- USE EXISTING HANDHOLE.
- INSTALL GROUND MOUNTED SIGNS ON 4"x6" WOOD SIGN SUPPORTS. ASSEMBLE SIGNS WITH R9-3a ON TOP AND R9-3b ON BOTTOM.
- REMOVE ALL EXISTING SIGNAL HEADS AND INSTALL PROPOSED LED SIGNAL HEADS IN THE SAME LOCATION USING EXISTING WIRING.
- INSTALL ADA CURB RAMP IN ACCORDANCE WITH SHA STANDARD NO. MD 655.12, WITH 5 FT. WIDE LANDING AND DETECTABLE WARNING SURFACE IN ACCORDANCE WITH SHA STANDARD NO. MD 655.40.
- REMOVE EXISTING SIDEWALK AND EMBANKMENT TO INSTALL THE PEDESTAL POLE AND CONDUIT. THE POLE FOUNDATION SHOULD BE BUILT UP ON THE SLOPE SIDE OF THE EMBANKMENT AND TIED INTO A 9" BACK CURB ALONG THE STANDING PAD AND THE SLOPE OF THE EMBANKMENT. THIS CURB SHALL PROVIDE PROTECTION FROM PEDESTRIANS POSSIBLY ROLLING DOWN THE EMBANKMENT. A 5' CLEARANCE IS REQUIRED FROM THE POLE FOUNDATION AND THE EDGE OF THE SIDEWALK/CURB.

GENERAL NOTES

- THE CONTRACTOR SHALL VERIFY ALL UNDERGROUND UTILITIES PRIOR TO INSTALLING PROPOSED SIGNAL EQUIPMENT. IF ANY UTILITY CONFLICTS SHOULD ARISE THE CONTRACTOR SHALL CONTACT THE PROJECT ENGINEER.
- ALL TRAFFIC SIGNAL FOUNDATIONS SHALL BE INSTALLED AT THE FINAL SIDEWALK OR CURB GRADE FOR CLOSED SECTIONS. HIGHEST ROADWAY PROFILE GRADE FOR OPEN SECTIONS. TO MEET CLEARANCES AS SPECIFIED IN MD STD. 816.03, MD STD. 818.01, MD 818.02, AND MD STD. 818.04. THE CONTRACTOR SHALL VERIFY ULTIMATE GRADES PRIOR TO THE INSTALLATION OF ALL PROPOSED SIGNAL EQUIPMENT.
- PUSHBUTTONS ARE TO BE SO THAT THEY CAN BE ACTIVATED BY A PERSON IN A WHEELCHAIR FROM A 60" x 60" LEVEL LANDING AREA. A LEVEL LANDING AREA IS A AREA WITH A CROSS SLOPE OF LESS THEN OR EQUAL TO 2%.
- LOCATION OF ACCESSIBLE PEDESTRIAN SIGNAL PUSHBUTTONS MUST MEET LOCATION REQUIREMENTS OF MUTCD SEC. 4E.09 AND FIG. 4E.2 AND THE NCHRP PUBLICATION, "ACCESSIBLE PEDESTRIAN SIGNALS: GUIDE TO BEST PRACTICE". IF NOT MET, THE CONTRACTOR IS TO STOP WORK ON PUSHBUTTON LOCATIONS UNTIL A DESIGN WAIVER IS OBTAINED, APPROVED BY THE DIRECTOR, OFFICE OF TRAFFIC AND SAFETY.
- PROPOSED SIGNAL EQUIPMENT SHALL BE INSTALLED PRIOR TO THE CONSTRUCTION OF THE SIDEWALK AND PEDESTRIAN RAMPS, AND THE INSTALLATION OF THE DETECTABLE WARNING SURFACE.

GENERAL NOTES (cont.)

- THE CONTRACTOR IS RESPONSIBLE FOR MAINTAINING SIGNAL OPERATION DURING THE COMPLETE CONSTRUCTION PERIOD.
- CONTRACTOR IS RESPONSIBLE FOR THE PURCHASE AND DELIVERY OF THE CENTRAL CONTROL NAVIGATOR UNIT FOR THE CONTROLLER TO THE SHA SIGNAL SHOP AT 7491 CONNELLEY DRIVE, HANOVER, MD 21076. MR EDWARD RODENHIZER AT (410) 787-7652 SHALL BE CONTACTED SEVENTY-TWO (72) HOURS PRIOR TO DELIVERY.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR TERMINATING ALL SIGNAL CABLE TO THE APPROPRIATE TERMINALS AND PROPERLY LABEL EACH CABLE.
- VIDEO CAMERA LOCATION/ALIGNING SHALL BE COORDINATED WITH THE SHA ENGINEER.

GENERAL NOTES (cont.)

- PUSHBUTTONS ARE TO BE LOCATED SO THAT A PEDESTRIAN IN A WHEELCHAIR LOCATED ON THE LEVEL LANDING AREA, DOES NOT HAVE TO REACH MORE THAN 18".
- THE 10' SEPARATION BETWEEN PUSHBUTTONS IS TO BE MEASURED FROM FACE OF PUSHBUTTON, NOT CENTER TO CENTER OF POLE.
- PUSHBUTTON ARROWS ARE TO BE PARALLEL TO THE CROSSING FOR WHICH THEY ARE INTENDED.
- ALL EXISTING TRAFFIC SIGNAL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE SIGNAL CONTRACTOR UPON COMPLETION OF THE NEW SIGNAL.

NOTE: INSTALL 2 SIGN ASSEMBLIES IN BREAKLINE WITH SIGN 34 AT 600' SOUTH OF THE INTERSECTION AND SIGN 36 AT 900' SOUTH OF THE INTERSECTION.

CENTURY
ENGINEERING
CONSULTING ENGINEERS - PLANNERS
10710 GILROY ROAD
HUNT VALLEY, MD 21031

T3 design
T3 DESIGN, P.C.
3927 OLD LEE HWY
SUITE 101-C
FAIRFAX, VA 22030
PHONE: 703-359-5861
WWW.T3DESIGN.US

GEOMETRIC LEGEND	
---	EXISTING
---	EDGE OF PAVEMENT
UTILITY LEGEND	
---	ELECTRIC CABLES
---	AERIAL CABLES
---	TELEPHONE CABLES
---	FIBER-OPTIC

APPROVALS	
TEAM LEADER, TRAFFIC ENGINEERING DIVISION	ASST. CHIEF TRAFFIC ENGINEERING DIVISION
CHIEF TRAFFIC ENGINEERING DIVISION	DIRECTOR, OFFICE OF TRAFFIC & SAFETY
REVISIONS	
SHA NO. XX448185 INSTALLATION OF APS/CS TO EXISTING TRAFFIC SIGNAL	9/2/2008
SJW AJM	10/10/2007
C	INSTALL VIDEO DETECTION
FJA DBD WH TH	
B	INSTALL OPTICOM PRE-EMPTION
MAR DAZ BRK TH	7/20/2002

SHA STATE OF MARYLAND DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ADMINISTRATION OFFICE OF TRAFFIC & SAFETY TRAFFIC ENGINEERING DESIGN DIVISION	
US 13 (OCEAN HIGHWAY) AT MD 756 (LINDEN AVE/OLD SNOW HILL RD) POCOMOKE CITY, MARYLAND	
SIGNAL PLAN	
SCALE 1" = 20' DESIGNED BY E. SIMMERS DRAWN BY E. SIMMERS CHECKED BY F.A.P. NO.	DATE 2/2/1985 COUNTY WORCESTER LOGMILE 230013006 11 T.I.M.S. NO. J1.1 TOD NO. TS408D
DRAWING NO. TS 2048 D	
SHEET NO. 1 OF 2	